

05-MON 1 KP R125.9/R131.2  
(PM R78.20/R81.50)  
05-475700

# **INITIAL STUDY and ENVIRONMENTAL ASSESSMENT**

## **Construct a Thrie Beam Median Barrier and Widen the Inside Shoulders on Route 1**

Between Fremont Street Overcrossing and 1.3 kilometers (0.8 miles) north of  
Ord Village Overhead KP R125.9/R131.2 (PM R78.20/R81.50)



**State of California  
Department of Transportation**

# GENERAL INFORMATION ABOUT THIS DOCUMENT

## WHAT'S IN THIS DOCUMENT:

*This document contains an **Initial Study/Environmental Assessment**, which examines the environmental impacts of a proposed project and an **unsigned (“draft”) Negative Declaration**, in which the State of California tentatively concludes that the project would have no significant impacts on the environment.*

## WHAT YOU CAN DO:

*Read the Initial Study/ Environmental Assessment and the unsigned Negative Declaration. If you have important information that has not been considered in the Initial Study or comments about the conclusions in the unsigned Negative Declaration, send your written comments to Caltrans.*

### Send Written Comments to:

Charles LaRue  
Sierra Pacific Environmental Analysis Branch  
California Department of Transportation  
3402 N. Blackstone Ave., Suite 201  
Fresno, CA 93726

Cutoff date for comments: **EXPIRED**

## WHAT HAPPENS AFTER THIS:

*After comments are received from the public and reviewing agencies, Caltrans may (1) environmentally approve the proposed project by signing the Negative Declaration, (2) undertake additional environmental studies, or (3) abandon the project. When and if the project is environmentally approved and funding is approved, Caltrans can design and construct all or part of the **project**.*



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



**State of California  
Department of Transportation**

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## **INITIAL STUDY/ENVIRONMENTAL ASSESSMENT**

### **Construct a Median Barrier and Widen the Inside Shoulders on Route 1**

*Prepared pursuant to the California Environmental Quality Act (Division 13 of the Public Resources Code), the National Environmental Policy Act (42 U.S.C. 4332(2)(C) and 49 U.S.C. 303*

**Project Description:** The California Department of Transportation (Caltrans) proposes to construct a three beam median barrier and widen the inside shoulders of Route 1, between Fremont Street Overcrossing and 1.3 kilometers north of Ord Village Overhead KP R125.9/R131.2 (PM R78.20/R81.50).

BRYAN APPER, AICP  
Chief, Sierra Pacific Environmental Analysis Branch  
California Department of Transportation  
Central Region  
1352 West Olive Avenue  
Fresno, CA 93778-2616  
(559) 488-4347

9/16/99

Date

JEFFREY A. LINDLEY  
Division Administrator  
Federal Highway Administration  
980 Ninth Street, Suite 400  
Sacramento, CA 95814-2724  
(916) 498-5014

10/12/99

Date



State of California  
Department of Transportation

05-MON 1 KP R125.9/R131.2  
(PM R78.20/R81.50)  
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## NEGATIVE DECLARATION

### **Construct a Thrie Beam Median Barrier and Widen the Inside Shoulders to Route 1**

Prepared pursuant to the California Environmental Quality Act  
(Division 13 of the Public Resources Code)

**Project Description:** The California Department of Transportation (Caltrans) proposes to construct a thrie beam median barrier and widen inside shoulders on Route 1, between Fremont Street Overcrossing and 1.3 kilometers (0.8 miles) north of Ord Village Overhead KP R125.9/R131.2 (PM R78.20/R81.50).

**Determination:** An Initial Study has been prepared by Caltrans. Based on this study, it has been determined that the proposed project would not have a significant effect on the environment for the following reasons:

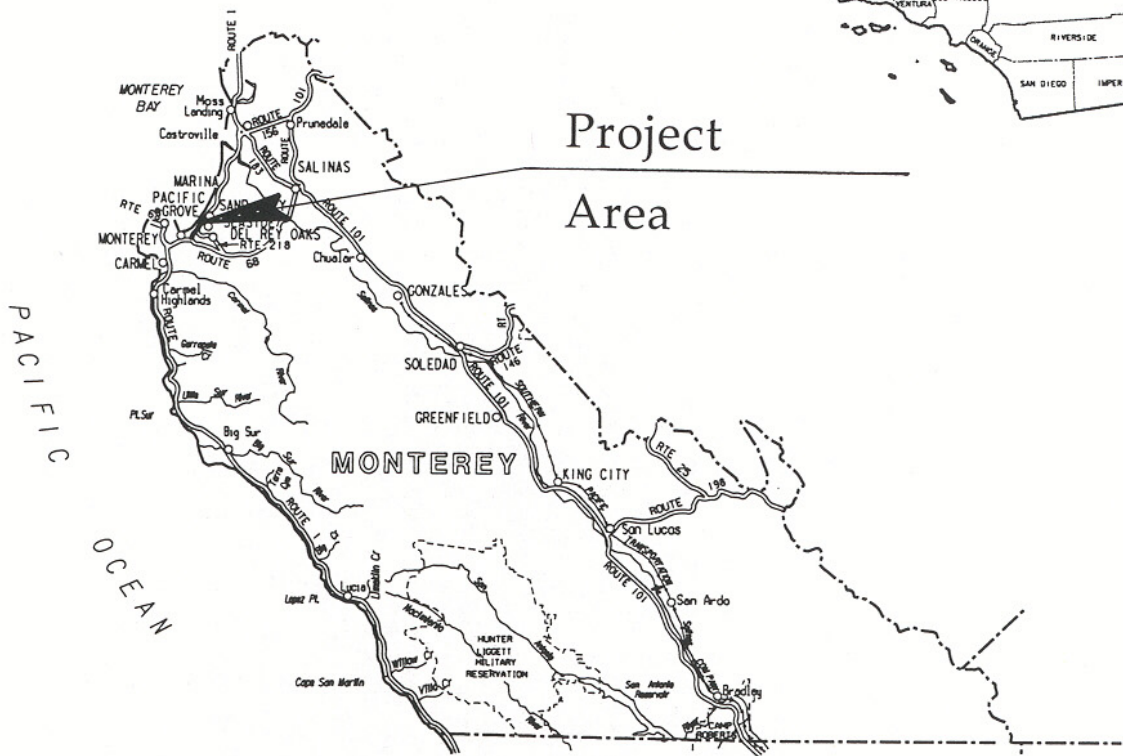
- ♦ There would be no effects to agricultural, archaeological, historical or mineral resources. No residences or business would be affected.
- ♦ The project would not increase floodplain or seismic hazards and would have no effect on air quality.
- ♦ The character and composition of traffic would not be affected. There would be no effect to water quality.
- ♦ There would be no effects to neighborhood integrity, social, recreational or educational facilities. No parks would be affected.
- ♦ There would be no effects to threatened or endangered species, nor to wetlands or riparian habitat.
- ♦ There would be no substantial adverse effect on the scenic vista or substantial damage to scenic resources. There would be no substantial degradation to the existing visual character or quality of the site and its surroundings.

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BRYAN APPER  
Chief, Sierra Pacific Environmental Analysis Branch  
California Department of Transportation, Central Region

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Date \_\_\_\_\_



District 5

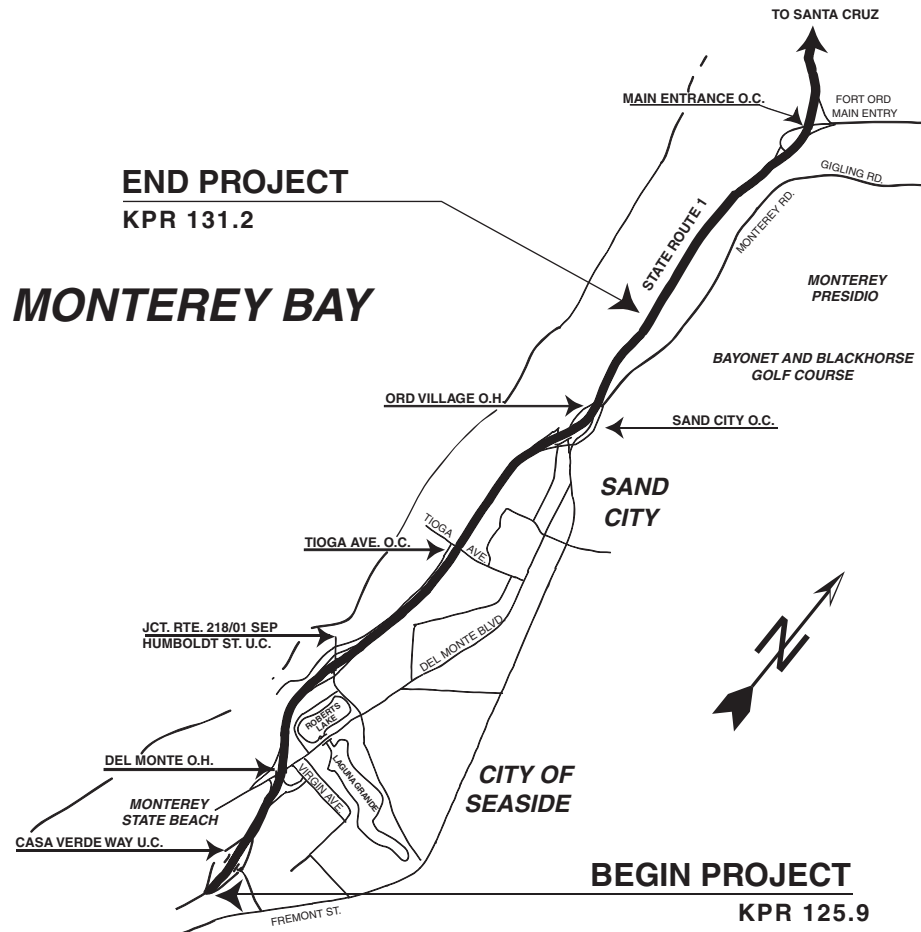
## Project Vicinity

Mon-01-KPR-125.9/R131.2

Construct Median Barrier

EA 475700

Not to Scale



District 5

**Project Location**

Mon-01-KPR-125.9/R131.2

Construct Median Barrier

EA 475700

(not to scale)

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## SUMMARY

### Project Description

The California Department of Transportation proposes to construct a median barrier and widen the inside shoulders on Route 1, between Fremont Street Overcrossing and 1.3 kilometers (0.8 miles) north of Ord Village Overhead KP 125.9/R131.2 [Post Miles R78.20 to R81.50].

The project would place a double thrie beam median barrier in the median throughout the job except at three locations. *(Thrie beam [or single thrie beam] is a standard Caltrans median barrier composed of 12 gauge triple corrugated galvanized steel beam mounted on wood posts and blocks. The top of the element is 820 mm (2.7 feet) above the ground surface at the face of the barrier. A double thrie beam is a corrugated galvanized steel beam mounted on both sides of the wood posts. See figure A on page iv for an illustration and on pgs. 5, 6, 7, and 9 for photo-illustrations).* It is proposed to place two rows of single thrie beam median barrier to preserve the existing vegetation from the Del Monte Overhead to approximately 305 meters (1000 feet) south, from the Route 1/218 Separation to approximately 183 meters (600 feet) south and all locations where sandmat manzanita is present would have a two row single thrie beam median barrier envelope around it. All other crossings would have a standard envelope. *(A 'standard envelope' [at either one or both ends of a bridge structure] consists of two single thrie beam barriers starting from both sides of a bridge structure and continuing in the median to a point approximately 40 meters (130 feet) out from the bridge, where both single thrie beam barriers join to form one double thrie beam. See figures B and C on pgs. v and vi for illustrations).*

In addition to the above improvements there are various other locations outside the median area that would be improved. Some of these include upgrading the bridge approach guardrails, replacing non-standard dikes, and replacing lined ditches with buried pipe.

### Purpose and Need

The existing median, within the project limits, does not contain a median barrier to prevent cross median accidents. The 1997 Median Barrier Monitoring System Report indicates that this section of freeway meets volume/median width criteria for a median barrier.

### Projects Alternatives

Seven alternatives for the median construction were considered early in the project development. The four alternatives, which include a concrete median barrier, were dropped from consideration because of visual aesthetic concerns from the City of Monterey. This section of the freeway is within the City's Highway One Scenic Corridor. The remaining three thrie beam median barrier alternatives are discussed in the environmental document.

### No-Build Alternative

The No-Build alternative would not meet the project purpose and need.

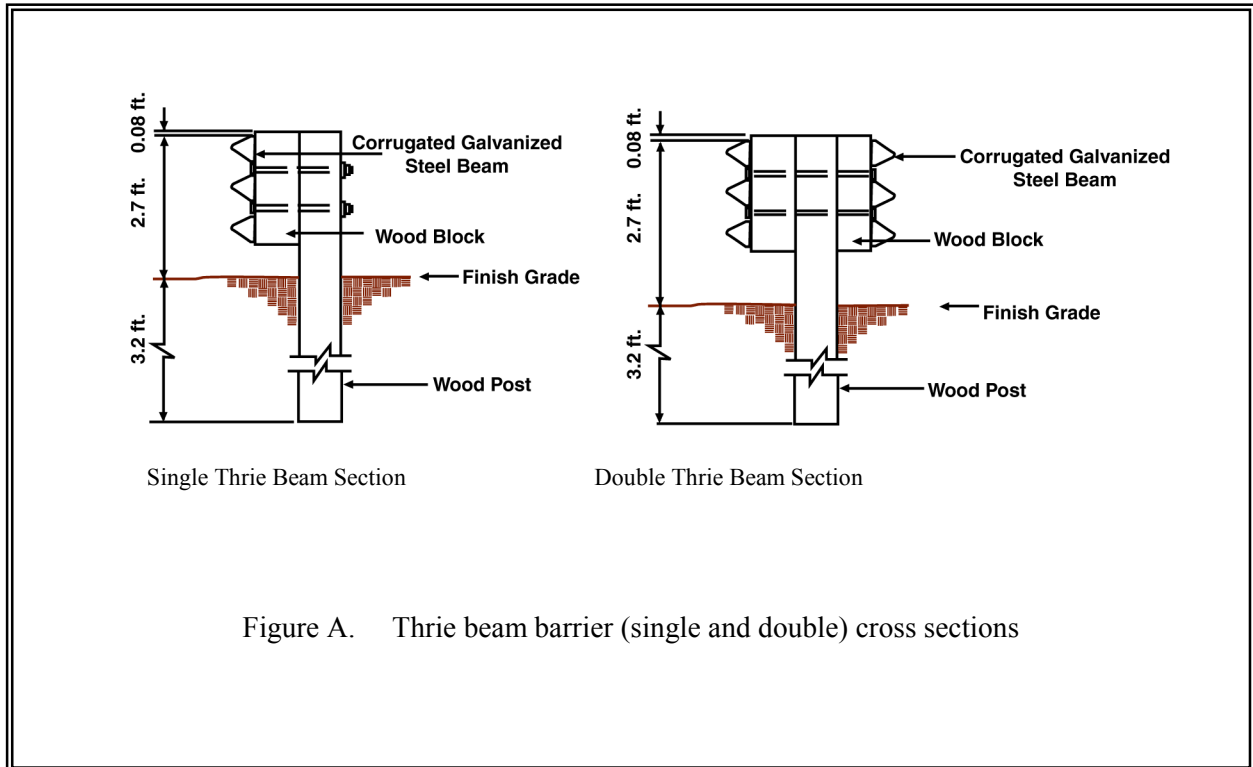
### Preferred Alternative

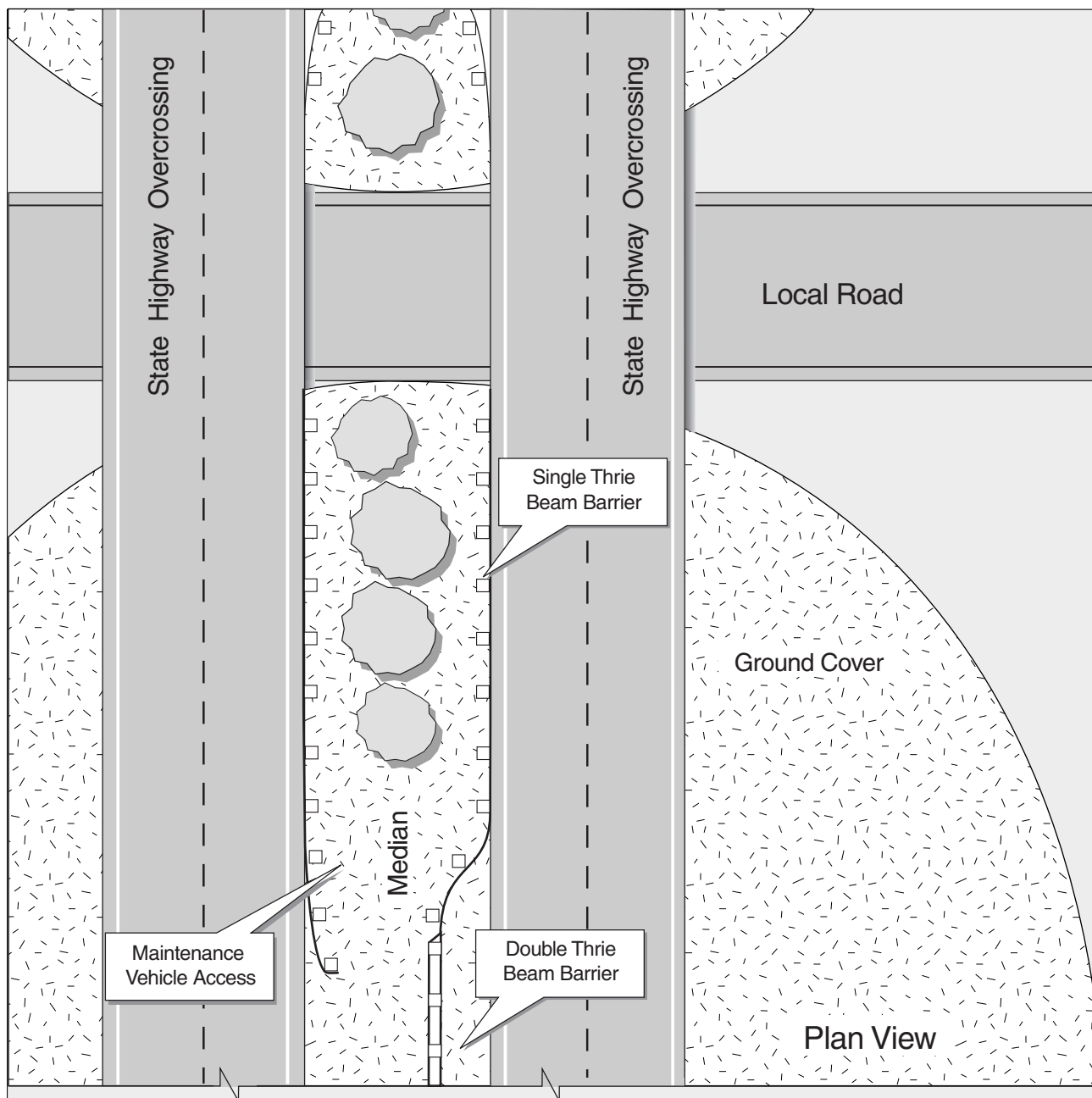
The double thrie beam median barrier and widen the inside shoulders.



## Environmental Consequences and Mitigation

Construction of this project would have only visual impacts.



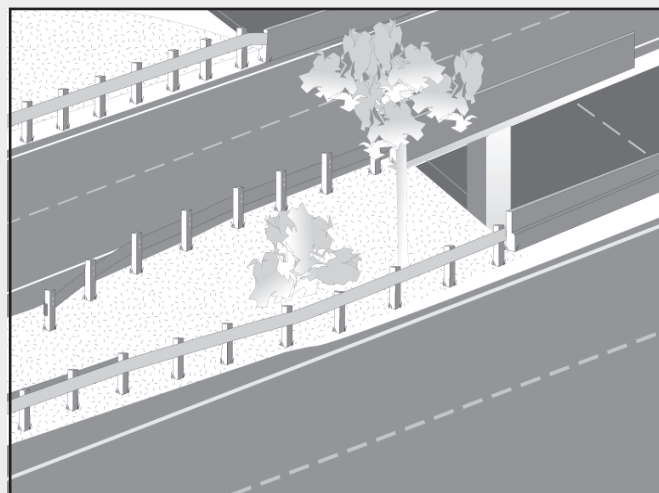


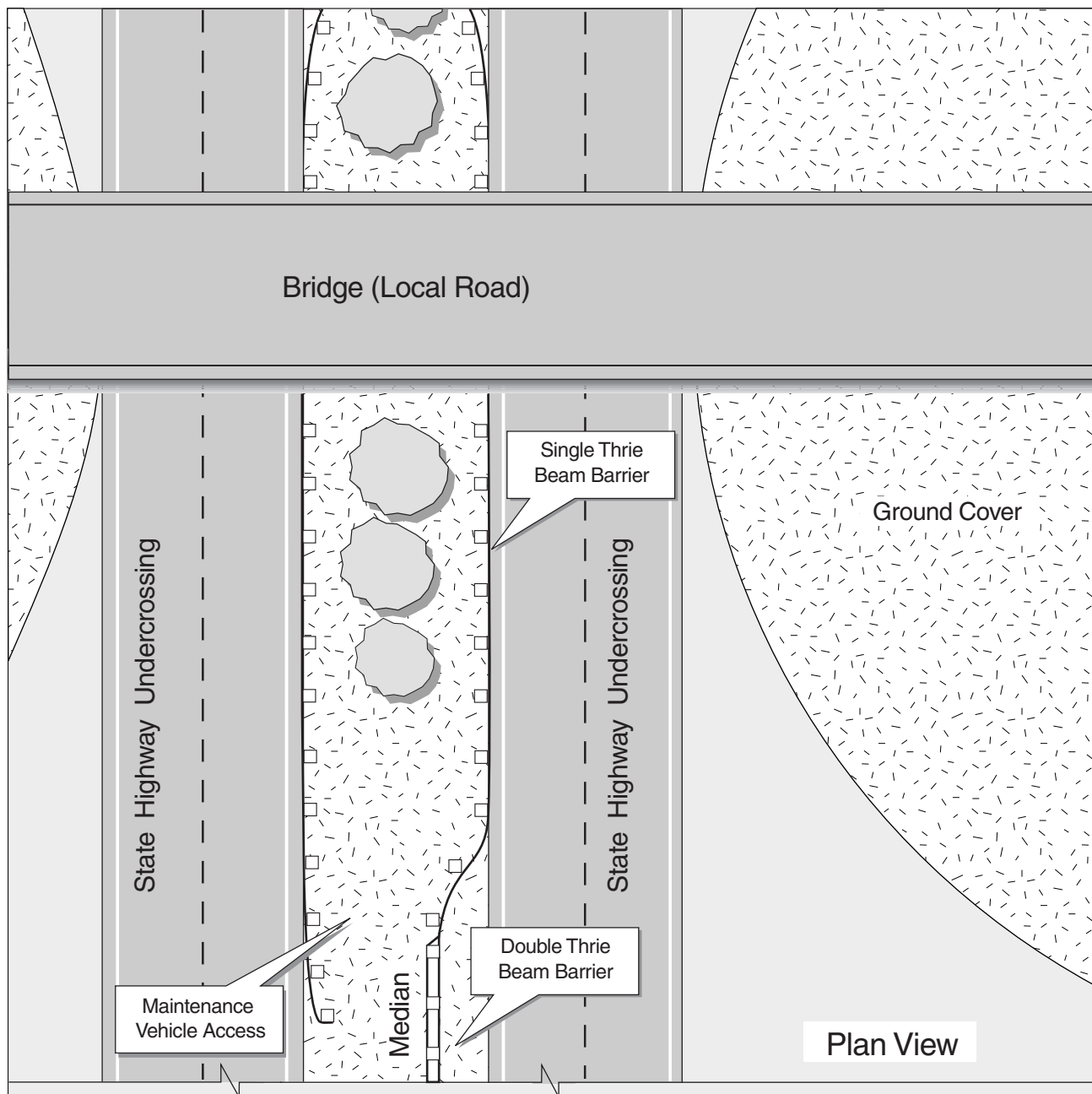
Standard Envelope

"Overcrossing"

Figure B

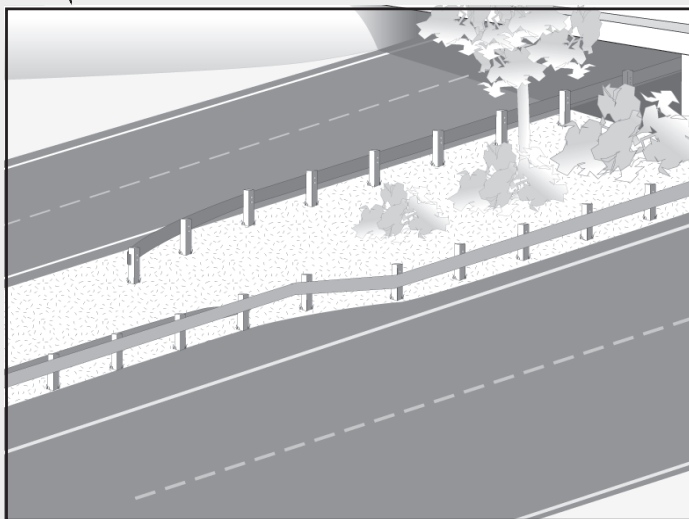
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Standard Envelope  
"Undercrossing"  
Figure C

(not to scale)



# Initial Study/Environmental Assessment

## Construct a Median Barrier on Route 1 and Widen the Inside Shoulders

Prepared pursuant to the California Environmental Quality Act  
(Division 13 of the Public Resources Code)

### 1.0 Purpose and Need for Proposed Project

Caltrans proposes to construct a three beam median barrier and widen the inside shoulders from 0.6m (2ft) to 1.5m (5ft) on Route 1, between Fremont Street Overcrossing and 1.3 kilometers (0.81 miles) north of Ord Village Overhead KP 125.9/R131.2 [Post Miles 78.20 to 81.50].

The purpose of the project is to prevent cross median accidents within the project limits. This median barrier project was triggered by both the increasing traffic flow along this segment of Route 1 and the listing of this location in Caltrans' 1997 Median Barrier Monitoring System Report (MBMSR).

#### 1.1 Project Summary

The project would place a double three beam median barrier in the median throughout the job except at three locations. It is proposed to place two rows of single three beam median barrier to preserve existing vegetation from the Del Monte Overhead to approximately 305 meters (1000 feet) south, from the Route 1/218 Separation to approximately 183 meters (600 feet) south and all locations where sandmat manzanita is present would have a two row single three beam median barrier envelope around it. All other crossings would have a standard envelope (defined on p. iii).

In addition to the above improvements there are various other locations, outside the median area, that would be improved. Some of these include upgrading bridge approach guardrails, replacing non-standard dikes, and replacing lined ditches with buried pipe.

#### 1.2 Safety

The existing median does not contain a median barrier to prevent cross median accidents. The 1997 Median Barrier Monitoring System Report indicates that this section of freeway meets volume/median width criteria for a median barrier. Additionally, the 5-year cross median accident rate (accidents per mile per year) from January 1, 1992 to December 31, 1996 in the proposed project limits is as follows:

	FATAL	TOTAL
Actual	0.06	0.06
Average	0.12	0.50

During this period there were 2 cross median accidents, 1 of which was fatal. The proposed project would alleviate or eliminate these cross median traffic accidents.

Also, the total accident rate for this section of Route 1 from February 28, 1992 to February 28, 1997 was less than the statewide average. There were a total of two hundred thirty-six (236) accidents, of these, seventy-seven (77) resulted in injuries and 5 were fatal.

## **2.0 Alternatives Analysis**

### **2.1 Preferred Project Alternative**

The preferred project Alternative 3 proposes to construct a double thrie beam median barrier and widen the inside shoulders from 0.6m (2ft) to 1.5m(5ft). The double thrie beam median barrier would be installed throughout the job except at three locations. It is proposed to place two rows of single thrie beam median barrier to preserve the existing vegetation from the Del Monte Overhead to approximately 305 meters (1000 feet) south, from the Route 1/218 Separation to approximately 183 meters (600 feet) south and at the northern end of the project, all locations where sandmat manzanita is present would have a two row single thrie beam median barrier envelope around it. All other crossings would have a standard envelope (defined on p. iii).

### **2.2 Alternatives Considered and Rejected**

Seven alternatives for the construction of median barriers and widening of shoulders were considered early in the project development process before the decision was made to proceed with the preferred alternative. These alternatives did not meet the project objectives nor had aesthetic constraints that made them infeasible. The following alternatives are described below:

Alternative 1 - Construct thrie beam median barrier and widen the inside shoulders from 0.6m (2ft) to 1.5m(5ft) and the outside shoulders from 2.4m(8ft) to 3.0m(10ft).

Alternative 2 - Construct a concrete median barrier and widen the inside shoulders from 0.6m (2ft) to 1.5m(5ft) and the outside shoulders from 2.4m(8ft) to 3.0m(10ft).

Alternative 4 - Construct a concrete median barrier and widen the inside shoulders from 0.6m(2ft) to 1.5m(5ft).

Alternative 5 - Construct a thrie beam median barrier with no shoulder widening.

Alternative 6 - Construct a concrete median barrier with no shoulder widening.

Alternative 7 - Place temporary railing (type K) as well as concrete median barrier. Also, widen the inside shoulders from 0.6m(2ft) to 1.5m(5ft).

All project alternatives allow safety upgrades recommended by the safety analysis report. These upgrades include: gore area removal, removing and placing dikes, placing drainage structures and removing or relocating trees. Additionally, potholing would be required to locate high-pressure gas mains and electrical lines.

Looking South from  
Observation Viewpoint #1



### **3.0 Affected Environment, Environmental Impacts and Mitigation**

*This discussion was focused using the Environmental Evaluation checklist in Appendix A. The Roman numeral after the title refers to the identified issues in the checklist.*

#### **3.1 Aesthetics (I)**

The project area is an Officially Designated State Scenic Highway and falls within Monterey County's Coastal Zone Boundaries.

To bring the highway up to current design standards, Caltrans must remove some small trees and shrubs. However, these removals would only be in the median area and gore area (the area between the freeway and on/off ramps).

Additionally, Monterey County has identified trees along Route 1, as a valuable visual element in its Land Use Plan and removal of trees within Coastal Zones requires a County Permit. This level of concern indicates a heightened degree of local sensitivity to the aesthetic attributes of Route 1.

To satisfy the concerns of the City of Monterey, County of Monterey, City of Seaside, City of Sand City and the citizens of all affected communities, Caltrans prepared a Visual Impact Assessment (VIA). This assessment was completed using the process developed by the Federal Highway Association (FHA). The process for assessing visual impacts satisfies the requirements of the National Environmental Policy Act of 1969 (NEPA). The intent of the following visual impact assessment is to substantiate findings presented within an environmental document by acting as a technical support document.

#### **Landscape of the Site**

The project area lies primarily adjacent to the Monterey Bay. The light rolling sand dunes against the dark blue Pacific Ocean provides high contrast. The coastal maritime vegetation of this unit is less prominent than the dense Monterey Pine Forest of Landscape Unit A. The low gray/green sprawling dune plants have adapted well to the constant coastal breeze. There are picturesque panoramic views of the Monterey Bay along this corridor. Given the relatively flat topography and dune vegetation component, commercial and retail development is much more evident. One of the region's commercial centers lies east of the highway and is very visible from the roadway.

### **Viewer Sensitivity and Response**

The awareness of visual resources by the highway user varies with the viewer activity (e.g. commuter, tourist, and local), but generally the highway user experiences a “broadbrush” view of an area. This is especially true for the driver of the vehicle. The local highway user usually makes shorter trips to various destinations in the local area. The local highway user is generally more aware of visual resources from the highway due to their own sensitivity to the areas visual quality. The commuter would be less aware of their visual environment because of repetitive nature of their activity. Tourists generally have a very high awareness of the visual resources around them, yet are less sensitive to specific changes in that environment. Additionally, preliminary studies have indicated that the proposed improvements would be largely unnoticed from outside the immediate roadway corridor, therefore, we have concentrated our studies on the views as seen by the highway travelers.

### **Analyze Existing Visual Resources**

A Visual Quality Evaluation, (VQE) was prepared for the proposed project. The VQE is a tool for quantitatively assessing visual quality from a specific observer viewpoint. The evaluation is prepared for both the existing condition and the proposed condition after construction is completed. With the “before” and “after” evaluation, the Visual Quality Difference can be measured.

The evaluative criterion used in a VQE includes: vividness, intactness, and unity. None of these is itself equivalent to visual quality; the average of all three must be high to indicate high quality.

**Vividness** is the visual power (or memorableness) of the landscape components as they combine in striking and distinctive visual pattern. Vividness would focus on the features of the landscape.

**Intactness** is the visual integrity of the landscape (natural and man-made) and its freedom from encroaching elements. If all the various elements of a landscape seem to “fit” together, there would be a high level of intactness.

**Unity** is the visual harmony of the landscape considered as a whole. Unity represents the degree to which the visual elements maintain a coherent visual pattern.

The Visual Quality Difference (VQD) (impact) is between the existing and proposed conditions (evaluation scale 1-7; 1= very low visual quality, 7= very high visual quality). When reviewing the table at the bottom of each observer viewpoint evaluation, the justification for a high or low visual quality is reflected in the evaluative criteria (i.e., vividness, intactness, and unity). The VQE acts as the base inventory for determining the change in the visual resource or visual quality difference. A summary of the visual quality difference is analyzed at the end of the Visual Simulation Section (p. 9).

### Visual Simulations

The following four key observer viewpoints were identified in this assessment (*see pp. 5-9, Observer Viewpoints #1-4*). The viewpoints are representative of a range of visual resources within the project.

It is important to understand where and why the changes in visual resources occur. For each observer viewpoint, the first image is the existing view and the accompanying view depicts the visual changes that may result from the proposed improvement. In order to best understand the extent of impact, the proposed images show each area as it may look in three years following construction.

#### Observer Viewpoint #1



**Existing**—This viewpoint represents how the project area appears to southbound highway travelers near Robert's Lake. The background of undulating hills of dense dark green pine forest against the valley combine for a moderately high vividness rating. The alignment of the roadway meanders through the landform to obtain a moderate intactness and unity rating. The low grey/green sprawling coastal dune vegetation extends from one side of the roadway to the other unifying this corridor.



**Observer Viewpoint #1**

**Proposed**—The proposed improvement represents how double thrie beam installed in the center of the median would appear to highway travelers. The construction of the double thrie beam would add another vertical man-made element to the landform. Vividness would be moderately compromised due the thrie beams foreground relationship to Robert's Lake. Intactness and unity would be equally reduced by the introduction of a vertical man-made object that divides the landform.

<u>Viewpoint #1</u>	<u>Vividness / Intactness / Unity = Visual Quality (VQ=V+I+U/3)</u>				
Existing	5.7	5.4	5.5	=	5.5
Proposed	5.0	4.9	5.0	=	5.0
Visual Quality Difference				=	-0.5

**Observer Viewpoint #2**

**Existing**—This viewpoint represents how the project area appears to northbound highway traveler's midway between the Humboldt St. Undercrossing and Tioga Ave. Overcrossing. The large rounded sand dunes are covered in a mosaic of low growing dune plant communities. This results in a moderately high vividness and unity rating. The intactness rating is moderate due to the frontage road encroachment, power poles, and fence line in the background.



**Proposed**—The proposed improvement of a double three beam in the center of the median would negatively affect the area in all three categories. The loss of vegetation along the inside shoulders and reducing the width of the median would lower the vividness and the intactness of the area. Unity would be minimally affected.

Viewpoint #2 Vividness / Intactness / Unity = Visual Quality (VQ=V+I+U/3)

Existing	5.8	5.5	5.7	=	5.7
Proposed	5.4	5.1	5.6	=	5.4
Visual Quality Difference				=	-0.3

**Observer Viewpoint #3**

**Existing**—This viewpoint represents how the project area appears to southbound highway travelers near the Fremont Boulevard/Del Monte Boulevard Exit. The roadway acts as a divider of foredune and backdune plant communities. This view exemplifies the character of the northern section of the project. There are sweeping vistas, undulating landforms and varying vegetation types in this area, providing memorable experiences. The picturesque scene has a high level of intactness and unity for all users.



**Proposed**—All three evaluative criteria would be moderately affected by the installation of the double white line barrier. The barrier would accentuate the separation of vegetation, landform, and man-made lines.

Viewpoint #3	Vividness / Intactness / Unity = Visual Quality (VQ=V+I+U/3)			
Existing	5.8	5.6	5.7	= 5.7
Proposed	5.3	5.1	5.2	= 5.2
Visual Quality Difference				= -0.5



**Observer Viewpoint #4**

**Existing**—This viewpoint was identified for its beautiful panoramic view of Monterey Bay. The sweeping backdrop of the Monterey Bay sets off the coastal dune community. The moderately high rating of intactness and unity complements the high level of vividness.



**Proposed**—The proposed three beam barrier would partially obstruct views to the ocean for a period of 2-3 seconds to northbound travelers. This experience would increase awareness of the barrier in this area more than in other locations. Since the three beam would noticeably effect views; vividness, intactness and unity would subsequently be reduced.

<u>Viewpoint #4</u>	<u>Vividness / Intactness / Unity = Visual Quality (VQ=V+I+U/3)</u>				
Existing	6.0	5.7	5.8	=	5.8
Proposed	4.9	4.7	5.0	=	4.9
Visual Quality Difference				=	-0.9

## Visual Quality Changes

The following is a summary of the potential visual changes:

	<u>Viewpoint 1</u>	<u>Viewpoint 2</u>	<u>Viewpoint 3</u>	<u>Viewpoint 4</u>	<u>Average</u>
Visual Quality Ratings— Existing	5.5	5.7	5.7	5.8	<b>5.68</b>
Visual Quality Ratings— Proposed	5.0	5.4	5.2	4.9	<b>5.13</b>

## Summary of Visual Changes

The overall existing visual quality varies between a minimum of 5.5 to a maximum of 5.8. The average quality rating for the existing conditions is 5.7. This quality rating would be considered in the “high” range. The overall proposed visual quality varies between 5.0 to 5.4. The average quality rating for the proposed conditions is 5.1. With the proposed project the overall visual quality would drop but still retain a “moderately high” average visual quality rating.

## Attributes of Visual Quality

Through analysis of the specific viewpoints and study of the visual experience of the corridor for the proposed project, it is found that the existing high visual quality can be attributed to the following:

- The combination of distant views to the ocean.
- Native vegetation. The space-defining quality of the Monterey Pine Forest in the narrow areas to the open mosaic of vegetation in the coastline dune communities.
- The contrast in landforms and materials.
- In areas, the minimal visual encroachment and disturbance of constructed elements.

## Recommended Mitigation

In order to maintain these visual quality elements and to decrease the amount of negative visual impact causes by the project, the following design mitigation is recommended:

- Retain as many existing trees and shrubs in the median as possible by installing thrie beam safety barrier at the inside shoulders of the roadway.
- Where possible, extend existing thrie beam barrier extensions to encapsulate existing trees and shrubs.

- If necessary, prepare special project specifications to help limit disturbance around existing plant material. Example: During installation of the thrie beam require the contractor to install the posts from a drill rig on the shoulder of the roadway versus clear-cutting the entire median.
- Signs moved or replaced during construction will match existing aesthetics (wood frame around sign).
- Extend bridge guardrail along the outside shoulder of roadway to protect existing vegetation. Specifically at the following locations:

Northbound	No northbound locations
Southbound	218/01 Separation to KP 127.87 (PM 79.5) Casa Verde Way Undercrossing to KP 126.28 (PM 78.5)

- Replant appropriate plant material lost due to construction in the median envelope or along the outside shoulder outside the safe recovery zone at a replacement ratio of 3 to 1.
- Plant material removed from the median should be mitigated in the median.
- Plant material removed from the outside shoulders should be mitigated along the outside shoulders.
- Avoid threatened or rare plant species by designing safe alternative layouts of thrie beam.
- Where possible reduce the width of area between face of thrie beam and edge of travel way.
- Revegetate disturbed areas with indigenous plants.

## Conclusion

A reduction in visual resources would occur within the project limits of Alternative 3. Installing another man-made object to the median lowers the visual quality of the space. The straight line of the wood and galvanized metal barrier would detract from the natural picturesque regional landscape. The barrier would disrupt the visual rhythm of the opening and closing of views and unique regional elements. In general, however, the relative size of the proposed improvement *would not detract from the high quality of the total visual environment.*

An important consideration is the potential cumulative effect of 5.3 kilometers (3.3 miles) of change even though visual impacts at specific locations are minor. Without mitigation, the proposed alternative would lower the visual quality for most users and viewers in the immediate project area. The greatest negative visual impacts noticed would be the installation of the double thrie beam and the loss of trees and shrubs in the median. With the implementation of the stated mitigation methods, many of the adverse visual effects of this project would be reduced.

Overall, the project would not have a substantial adverse effect on the scenic vista; would not substantially damage scenic resources and would not substantially degrade the existing visual character or quality of the site and its surroundings.

### **3.2 Biological Resources (IV)**

To satisfy the concerns of the cities and the citizens of all affected communities, Caltrans prepared a Natural Environment Study (NES). The purpose of this study was to provide certain biological studies and information necessary for an environmental document and to satisfy legal requirements of the various State and Federal statutes. The NES includes documentation of the biological resources in the project area and an assessment of the impacts of the project alternatives on those resources. The intent of the following NES is to substantiate findings presented within an environmental document by acting as a technical support document.

The project would not significantly affect biological resources. However, in the construction process there may be a need to remove various small trees and shrubs. Caltrans mitigation for the removal of healthy trees and shrubs is at a replacement ratio of 3 to 1. Replanting would be done within similar areas (i.e., plants removed from the median would be replanted in a median envelope and plants removed from an outside shoulder area would be replanted along the outside shoulders).

Caltrans biologists surveyed the project area, after searching the California Natural Diversity Database for sensitive biological resources which occur in the project area. No sensitive biological resources, other than the sandmat manzanita (*Arctostaphylos pumila*), were found in the Area of Potential Effect. The preferred alternative (Alternative 3), allowing for a split thrie-beam median barrier around the sensitive sandmat manzanita areas, would avoid biological impacts to this species. In fact, this type of construction may even benefit the sandmat manzanita (a Federal Species of Concern) by protecting it from errant vehicles. The Federal Endangered Species Act does not protect species of concern, only Threatened or Endangered species.

Nevertheless, the construction process of setting the posts for the thrie beam barrier would impact an area near locations of the sandmat manzanita and some of the installation equipment may trample peripheral vegetation. Of course, Caltrans would adopt measures to ensure the protection and avoidance of the species. However, during the construction process, crews may inadvertently damage one of these plants. In the event that the installation contractor impacts this Federal Species of Concern, Caltrans would require that the contractor provides mitigation planting and replace the species at a ratio of 30 to 1. The contractor would also be required to hand collect these plants (on site) and provide mitigation monitoring for a period not less than 5 years.

## Recommendations

Before construction begins, a biologist would be contacted to establish an Ecologically Sensitive Area (ESA) around this Federal Species of Concern. Any oaks, toyons, or Monterey cypress removed should be replaced elsewhere within the project limits at ratios and locations approved by the District Landscape Architect.

### 3.3 Water Quality (VIII)

Since the proposed project would disturb more than 2.0 hectares (5 acres) of previously unpaved surface, a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) and a Storm Water Pollution Prevention Plan (SWPPP) for the Contractor would be required for this work.

A statewide permit for storm water discharge is expected to be approved by State Water Resources Control Board in or around October 1999. This permit may impose different requirements for projects involving greater than 1 or greater than 2.0 hectares (5 acres) (e.g., specific requirements for projects greater than 1 acre and different requirements for projects greater than 5 acres). The Contractor would be responsible for contacting Frank Catherina (805-549-3386), Caltrans District 5 Storm Water Coordinator, for the latest information on this program.

## 4.0 Consultation and Coordination

Caltrans staff coordinated and consulted with the following agencies and organizations during the project development.

AGENCY	TYPE OF MEETING AND COMMENTS
City Council, City of Monterey	Public information meeting was held on August 18, 1998 at City Council Chambers, City of Monterey. Caltrans project design, project management, traffic safety and environmental staff were available to answer questions. City's concerns: keep visual character; type and texture of barrier; do not want barrier to look like Los Angeles (i.e., too urbanized); and ensure irrigation of new plant material.
City of Monterey, Architectural Review Committee	City of Monterey Architectural Review Committee (ARC) meeting, September 2, 1998. Committee made recommendations to City Council concerning: color and texture; median barrier material; requirement of three beam design; amount of paving; consider extending existing landscaped areas; new plantings should be drought tolerant; replacement of trees consistent with City policies; and metal barrier should not be shiny.
City Council, City of Monterey	Public information meeting was held on September 15, 1998 at City Council Chambers, City of Monterey. Bob McNew, Traffic Safety Branch, Caltrans spoke on project. Median Barrier item continued pending further discussions with Caltrans staff. Issues: require additional design options; use funds allocated for this project to improve other highways; and requested Caltrans to submit better visuals of proposed alternatives using computer graphics.



## 5.0 Environmental Determination (CEQA)

On the basis of this initial evaluation, it is determined that the appropriate environmental document for the proposal is a Negative Declaration. The project could not have significant effect on the environment.



**BRYAN APPER**, AICP  
Chief, Sierra Pacific Environmental Analysis Branch  
California Department of Transportation  
Central Region  
1352 West Olive Avenue  
Fresno, CA 93778-2616  
(559) 488-4347

9/16/99

Date



**STEPHEN TRACEY**  
Project Manager

9/16/99

Date

## 6.0 List of Preparers

The following personnel prepared this Initial Study and supporting technical reports and analyses:

Stephen Tracey, Project Manager  
Claudia Espino, Project Engineer  
Jack Hunter, Cultural Specialist  
Dave Hacker, Biologist  
James Tkach, Hazardous Waste  
Wayne Mills, Air/Water and Noise  
Bob McNew, Traffic Engineer  
Patrick Bolger, Visual Resources  
Charles LaRue, Environmental Planner  
Bryan Apper, Caltrans Environmental Branch Chief

## Appendix A

### Environmental Evaluation Checklist

#### ISSUES :

##### I. AESTHETICS — *Would the proposal:*

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**II. AGRICULTURE RESOURCES:** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. — *Would the project:*

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**III. AIR QUALITY:** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. — *Would the project:*

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

##### IV. BIOLOGICAL RESOURCES — *Would the project:*

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ISSUES :

policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on federally protected wetland as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### V. CULTURAL RESOURCES — Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

d) Disturb any human remains, including those interred outside of formal cemeteries?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### VI. GEOLOGY AND SOILS — Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

b) Result in substantial soil erosion or the loss of topsoil?

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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### VII. HAZARDS AND HAZARDOUS MATERIALS — Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## ISSUES :

- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## VIII. HYDROLOGY AND WATER QUALITY — Would the project:

- a) Violate any water quality standards or waste discharge requirements?
- b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?
- c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?
- d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
- e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f) Otherwise substantially degrade water quality?
- g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?
- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j) Inundation by seiche, tsunami, or mudflow?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ISSUES :

### IX. LAND USE AND PLANNING — *Would the project:*

- a) Physically divide an established community?
- b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

### X. MINERAL RESOURCES — *Would the project:*

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

### XI. NOISE — *Would the project result in:*

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?
- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?
- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

### XII. POPULATION AND HOUSING — *Would the project:*

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

### XIII. PUBLIC SERVICES —

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?

Police protection?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>X. MINERAL RESOURCES — <i>Would the project:</i></b>				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XI. NOISE — <i>Would the project result in:</i></b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XII. POPULATION AND HOUSING — <i>Would the project:</i></b>				
a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>XIII. PUBLIC SERVICES —</b>				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ISSUES :

Schools?

Parks?

Other public facilities?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### XIV. RECREATION —

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### XV. TRANSPORTATION/TRAFFIC — *Would the project:*

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

e) Result in inadequate emergency access?

f) Result in inadequate parking capacity?

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### XVI. UTILITIES AND SERVICE SYSTEMS —

*Would the project:*

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

g) Comply with federal, state, and local statutes and regulations related to solid waste?

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<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## ISSUES :

### XVII. MANDATORY FINDINGS OF SIGNIFICANCE —

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?
- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?
- c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<i>Potentially Significant Impact</i>	<i>Less Than Significant With Mitigation Incorporated</i>	<i>Less than Significant Impact</i>	<i>No Impact</i>
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